

# The Hong Kong Telegraph.

(ESTABLISHED 1851.)

NEWSERIES No. 8161

第三月初月二年一號

TUESDAY, APRIL 12, 1910.

二月二十號

香港四月二十號

## BANKS.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUND ..... \$15,000,000  
Sterling ..... \$15,000,000  
Silver ..... \$15,000,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

#### COURT OF DIRECTORS:

G. Balloch, Esq., Chairman;  
Robert Shaw, Esq., Deputy Chairman;  
F. H. Armstrong, Esq.; J. P. Lieb, Esq.;  
J. W. Bandow, Esq.; G. H. Medhurst, Esq.;  
Hon. Mr. W. J. Gibson; E. Shailim, Esq.;  
G. R. Lenmans, Esq.; H. A. Siebe, Esq.;  
S. A. Levy, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH,

#### MANAGER:

Shanghai—H. E. R. HUNTER;  
LONDON BANKERS—LONDON COUNTY AND  
WESTMINSTER BANK, LIMITED;  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 3 per Cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 4% per Cent. per Annum.  
For 6 months, 4% per Cent. per Annum.  
For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 29th March, 1910.

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

CORPORATED BY ROYAL CHARTER, 1853;  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... \$1,000,000  
RESERVE FUND ..... \$1,575,000  
RESERVE LIABILITIES OF PROPRIETORS ..... \$1,000,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the rate of 3 per cent. per  
Annum on the Daily Balance.

On Fixed Deposits for 3 months, 4% per  
cent.

" " " " " "

WM. DICKSON,  
Manager.

Hongkong, 5th April, 1909.

### YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUND ..... 10,350,000

#### Head Office—YOKOHAMA.

#### Branches and Agencies:

TOKIO, HANKOW, TIENTSIN, PEKIN,  
KOBE, NEWCHOWNG, DALNY,  
OSAKA, NAGASAKI, LONDON, LYONS,  
NEW YORK, SAN FRANCISCO, HONOLULU,  
ROMBAY, SHANGHAI.

#### HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 3 per cent.  
per Annum on the Daily Balance.

#### On Fixed deposits—

For 3 months, 4% per cent.  
" " " " " "

TAKAO TAKAMICHI,  
Manager.

Hongkong, 12th March, 1910.

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP ..... Sh. Taels 7,500,000

#### HEAD OFFICE—SHANGHAI.

#### BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tianjin,  
Tientsin, Tsinan, Yokohama.

#### FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Stechhandlung (Prussian  
che Staatsbank)  
Direction des Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank für Handel und Industrie  
Robert Warshauer & Co.  
M. A. von Rothschild & Sons  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg  
Sal Oppenheim Jr. & Co., Koenig  
Bayerische Hypotheken und Wechselbank  
Mossack.

#### LONDON BANKERS:

Mitthe. N. M. ROTHSCHILD & SONS,  
THE UNION OF LONDON AND SMITH'S BANK  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account  
DEPOSITS received on terms which may be  
laid down by application. Every description of  
Banking and Banking business transacted.

I. KULLMANN,

Acting Manager.

Hongkong, 2nd March, 1910.

## BANKS.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is carried  
on by the HONGKONG AND SHANGHAI  
BANKING CORPORATION, unless may be  
obtained on application.

INTEREST on deposits allowed at 3 per  
cent. per annum.

Depositors may transfer at their option  
amounts of \$100 or more from HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st January, 1907.

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$1,500,000  
ABOUT MEX. 300,000,000  
RESERVE FUND ..... GOLD \$150,000  
ABOUT MEX. 30,000,000

HEAD OFFICE:  
to WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADDENE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND,  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED,  
THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE  
WORLD:

His Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2% per annum on daily balances and accept  
Fixed Deposits at the following rates:  
For 3 months, 4% per cent. per annum.

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1908.

## INSURANCE

### CHINA MUTUAL LIFE INSURANCE CO., LTD., OF SHANGHAI.

#### DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

C. Stephanus, Esq.

Lee Yung Su, Esq.

J. H. McMichael, Esq.

C. R. Barkill, Esq.

J. A. Waitie, Esq., Manager-Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered  
under Hongkong Ordinances and under  
Life Assurance Companies' Act, England.  
Insurance in Force ..... \$34,054,152.00  
Assets ..... 7,114,490.68  
Income for Year ..... 3,073,834.81  
Total Security to Policyholders, 7,385,834.93

LEFFERTS KNOX, Esq., Hongkong,  
District Manager,  
B. W. TAPE, Esq., Canton, Macao  
and the  
District Secretary,  
ALEXANDRA BUILDING, HONGKONG.  
Hongkong, 1st December, 1909.

### PEAK TRAMWAYS COMPANY LIMITED.

#### TIME TABLE

#### WEEK DAYS.

7.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.  
2.45 p.m. to 3.15 p.m. ... Every 15 minutes.  
3.15 p.m. to 3.45 p.m. ... Every 15 minutes.  
3.45 p.m. and 9 p.m. 4.15 p.m. to 4.45 p.m.  
Every half hour.

#### SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 10.00 a.m. ... Every 30 minutes.  
10.30 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.45 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.45 p.m. ... Every 15 minutes.  
2.45 p.m. to 3.45 p.m. ... Every 15 minutes.  
3.45 p.m. to 4.45 p.m. ... Every 15 minutes.  
4.45 p.m. to 5.45 p.m. ... Every 15 minutes.  
5.45 p.m. to 6.45 p.m. ... Every 15 minutes.  
6.45 p.m. to 7.45 p.m. ... Every 15 minutes.  
7.45 p.m. to 8.45 p.m. ... Every 15 minutes.

#### NIGHT CARS.

8.45 p.m. and 9 p.m. 9.15 p.m. to 10.15 p.m.  
Every half hour.

#### SATURDAYS.

Extra cars at 8.45 p.m., 9.15 p.m. and  
10.15 p.m.

SPECIAL CARS by arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
Day-Voice Room, Canton.

JOHN D. HUMPHREYS & SON,

Telephone No. 1027, Tel.

Wongtong, 14th April, 1909.

## SHIPS.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undernamed PORTS on or about the DATES  
named.

FOR STEAMERS TO CALL ON REMARKS.

SHANGHAI ..... { DELTA ..... About Freight and  
Capt. B. W. H. Snow ..... 14th April Passage.

LONDON, &c., via usual Ports { ASSAY ..... Noon, } See Special  
Capt. Owen Jones, R.N.R. 16th April Advertisement.

## NOTIFICATIONS.

### LANE, CRAWFORD & CO.

(Telephone 97.)

## The Gillette Safety Razor has these Virtues:



It will not cut the face;  
It shaves in half or less than half the time  
required for shaving with an old-style  
razor;  
It dispenses with the whole difficulty and  
trouble of stropping;  
It never needs a trip to the barber's to be  
honed;  
But above all—  
It shaves better than any other razor and  
is made in England.

## SPARE BLADES, \$1.75 per Pkt.

### LANE, CRAWFORD & CO.

## KUPPER'S PILSENER BEER.

The Leading Beer in the Far East.

### SOLE AGENTS:

### CALBECK, MACGREGOR & CO.

Hongkong, 21st March, 1910.

### THE HONGKONG AMATEUR DRAMATIC CLUB

PRESENT

## "MICE and MEN,"

A Romantic Comedy in Four Acts,

BY  
MADELEINE LUCETTE RILEY.

On 12th, 13th and 16th April, at 9 p.m.

Booking at ROBINSON'S from 10 a.m. on Tuesday, the 5th April.

Hongkong, 1st April, 1910.

### Hotel.

## HOTEL CRAIGIEBURN.

PLUNKETT'S CAR, the PEAK, now the TEAHOUSE. Tel. 76.

For Terms, &c., apply to the

MANAGER.

## HONGKONG, CANTON, MACAO

AND

## WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

### HONGKONG-CANTON LINE.

Mails.

**NORDDEUTSCHER LLOYD.**

BRUMMEN.

IMPERIAL GERMAN MAIL LINES

FUL.	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG" P. von Blaizer	WEDNESDAY, 20th April, Noon
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"BULOW" Capt. H. Formes	About WEDNESDAY, 20th April.
MANILA, YAP, ANGARU, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"GOBLIN" Capt. H. Raeder	FRIDAY, 22nd April, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Itake	About SATURDAY, 30th April.
KUDAT and SANDAKAN	"TORMEO" Capt. F. Semblin	End of April.

For further particulars, apply to

**NORDDEUTSCHER LLOYD  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.**

Hongkong, 8th April, 1910.

Intimation.

**THE YOKOHAMA DOCK CO., LTD.****NO. 1 DOCK.**

Docking Length

..... 525 ft.

Width of Entrance

..... 80 "

Water on Blocks

..... 28 "

**NO. 2 DOCK.**

IN COURSE OF CONSTRUCTION.

Docking Length

..... 376 ft.

Width of Entrance

..... 50 "

Water on Blocks

..... 26 "

**NO. 3 DOCK.**

IN COURSE OF CONSTRUCTION.

Docking Length

..... 481 ft.

Width of Entrance

..... 63 "

Water on Blocks

..... 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the station of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Lloyds' surveyors.

Two powerful Twin-Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts, A. I., and Watkins.

Yokohama, April 28th, 1910.

**NEW YORK'S NEW DOCKS.**

TO COST \$4,000,000.

New York, February 27.  
New York City has been testing the equipment of the municipal docks, known as the Chelsea Improvement, preparatory to accepting delivery from the contractors and handing them over to the Transatlantic shipping lines, to which the various piers and sheds have been leased.

The White Star and allied lines in the International Mercantile Marine Company (which includes the American Red Star and Atlantic Transport) and the French line, the Compagnie Générale Transatlantique, are moving from their old docks into the new quays, and many of the discomforts which incoming travellers experienced from ill-lighted sheds and tedious delays in the examination of luggage by the Customs House officers will be a thing of the past. The two large Ocean liners have, since their maiden voyages, harboured in these docks, but the sheds are now uniformly built, jutting out from the rear of the handsome facade along the marginal street, 25ft. wide, whence the hotel quarter of the city may easily be reached.

**HUGE PURCHASE OF PROPERTY.**

The growing needs of the Transatlantic passenger trade some years ago forced the Department of Docks to consider where they were going to berth the great steamers which were being designed. It was found that the only location where the necessary improvement was possible was along the water-front for nearly two-thirds of a mile, up to Twenty-third Street. The United States Government, which controls navigable rivers, would not allow the piers to be carried out into the stream, and, to obtain the necessary length, the city had to condemn and buy property inshore.

Whole blocks of buildings, which occupied the original village of Chelsea, were removed, the ground dredged, and a river wall or bulkhead, 3,000ft. long, constructed, from which nine piers, varying from 300ft. to 825ft. in length and 12ft. in width, were built at right angles to the stream. The city had to buy back land, which it had deeded for almost nothing. Private property rights came down to the high-water line, and land under water was city property.

This land under water was granted for pecuniary consideration to those who would improve it, in the early part of last century, on the stipulation that bulkheads should be built and streets laid out. In the same way, it is now proposed to improve the water-front of Jamaica Bay, a marshy lagoon on the coast of Long Island, which is to become an adjunct of New York Harbour proper, and retained as city property, while the adjacent island property is developed by private capital, the city getting back a return for its investment by granting successive short leases of the new-made land filled in from the foreshore, the title to which is really derived from the State as representing the Crown under the original charter.

**AMAZING RISE IN VALUE.**

The increase in value may be judged from the price paid by the city of nearly £70,000 for a small portion of the property, which the General Theological Seminary obtained in 1849 for £441. The Chelsea Improvement was begun in 1901, and the piers were completed in 1906. The longest will be too short for the White Star latest ships and the monster laid down for the Hamburg-American line. The annual rental of the chief piers is £14,000, the desirable location, and the needs of this kind of passenger traffic enabling the city to obtain its price, though some doubt is felt as to the wisdom of exacting the highest possible rental and thereby discouraging the shipping companies.

It is estimated that the piers will add more than £100,000 yearly to the city's revenue, beside increasing the port facilities appreciably. The total cost of the enterprise, owing to the necessity of acquiring so much property under condemnation proceedings, will probably reach £4,800,000.—*Pall Mall Gazette.*

**For Sale.**

FOR SALE AT YOKOHAMA, JAPAN,  
as a going concern,  
the whole of the property of the  
CLUB HOTEL.

Situated on Lot No. 5, the Bond, with streets

on three sides. Land, measures some 1,500

feet.

For particulars, apply to

THE CHAIRMAN, Board of Directors,

Club Hotel, Ltd., Yokohama.

[33]

FOR SALE

AT

GRACIA &amp; CO.

27, DES VŒUX ROAD.

[34]

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card

Albums.

FIRST FLOOR of No. 4, DES VŒUX

ROAD recently vacated by Institution of

Engineers and Shipbuilders.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON &amp; CO., LTD.

Hongkong, 4th April, 1910. [63]

TO LET.

DARTMOOR, NO. 13, CONDUIT ROAD,

OFFICES, NO. 2, CONNAUGHT ROAD,

3rd Floor.

A HOUSE in WONG-KEE-CHONG ROAD.

A HOUSE in RIOW TERRACE.

OFFICES in YORK BUILDING.

No. 10, DES VŒUX ROAD CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 11th April, 1910. [64]

TO LET.

DARTMOOR, NO. 13, CONDUIT ROAD,

OFFICES, NO. 2, CONNAUGHT ROAD,

3rd Floor.

A HOUSE in WONG-KEE-CHONG ROAD.

A HOUSE in RIOW TERRACE.

OFFICES in YORK BUILDING.

No. 10, DES VŒUX ROAD CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 2nd October, 1909. [65]

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 24th February, 1910. [66]

TO LET.

NO. 10, 14, DUDDELL STREET,

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 1st June, 1909. [67]

TO LET.—MODERATE RENTS.

SEMI-EUROPEAN FLATS.

Praya East, corner of Observation Place, the Trams stop at the door.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LTD.

Hongkong, 2nd March, 1910. [68]

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

General Office, Praya.

Hongkong, 2nd June, 1909. [69]

**WEATHER FORECAST AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.****METEOROLOGICAL SIGNALS.**

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal:

1. A COME point upwards.

2. A COME point upwards and DRUM below.

3. A DRUM indicates a Typhoon to the North of the Colony.

4. A COME point downwards and DRUM below.

5. A COME point downwards and BALL below.

6. A COME point downwards and BALL below.

7. A BALL indicates a Typhoon to the South of the Colony.

8. A COME point downwards and BALL below.

9. A COME point upwards and BALL below.

10. A BALL indicates a Typhoon to the West of the Colony.

11. A COME point upwards and BALL below.

12. A BALL indicates a Typhoon to the North-West of the Colony.

13. A COME point upwards and BALL below.

14. A COME point upwards and BALL below.

15. A COME point upwards and BALL below.

16. A COME point upwards and BALL below.

17. A COME point upwards and BALL below.

18. A COME point upwards and BALL below.

19. A COME point upwards and BALL below.

20. A COME point upwards and BALL below.

21. A COME point upwards and BALL below.

22. A COME point upwards and BALL below.

23. A COME point upwards and BALL below.

24. A COME point upwards and BALL below.

25. A COME point upwards and BALL below.

26. A COME point upwards and BALL below

Intimation.

**Powell's****ALEXANDRA  
BUILDINGS.****NOW SHOWING.****New Fabrics**

FOR

**SPRING  
SUMMER.  
GOWNS.****STRIPED  
ZEPHYRS**

50 cts. Yard

**MERCERISED  
LAWNS**

75 cts. Yard

**FLOWERED  
MUSLINS**

50 cts. and \$1.00 Yard

**FLOWERED  
VOILES**

50 cts. and \$1.00 Yard

**CREPOLINES****LINENS  
\$1.00 Yard****POPLINS**All the above are of  
Exceptional Value.**POWELL'S***Alexandra  
Buildings.*

Hongkong, 12 April, 1910.

**Public Companies****UNION INSURANCE SOCIETY OF CANTON LIMITED.****NOTICE TO SHAREHOLDERS.**

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 3 Queen's Buildings, Hongkong, TO-MORROW; the 13th April, 1910, at noon, for the purpose of receiving the Report of the Directors, together with the Statements of Account to 31st December, 1909, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 11th April, 1910. [270]

**CHINA TRADERS' INSURANCE COMPANY, LIMITED.****NOTICE TO SHAREHOLDERS.**

NOTICE is hereby given that the FORTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 3 Queen's Buildings, Hongkong, TO-MORROW, the 13th April, 1910, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with the Statements of Account to 31st December, 1909, and of declaring dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,  
C. MONTAGUE EDE,  
Secretary.

Hongkong, 11th April, 1910. [271]

**Notice of Firm.****NOTICE.**

NOTICE IS HEREBY GIVEN that the partnership heretofore subsisting between us the undersigned, carrying on business as SHARE AND GENERAL BROKERS at No. 3, Queen's Road Central, Victoria, under the style or firm of "VERNON & SMYTH" has been DISSOLVED and the interest and responsibility of the unregistered JOHN VARDLEY VERNON VERNON in the said firm has CEASED as from the 1st March, 1910.

All Debts due to and owing by the late firm of Vernon & Smyth will be received and paid respectively by the undersigned, FRANK SMYTH who will continue to carry on the said business under the style or firm of "Vernon & Smyth."

Dated the 1st day of April, 1910.

(Sd.) J. V. VERNON.

(Sd.) F. SMYTH. [272]

**Intimations.**

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS,

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

**SOLE AGENTS FOR**  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR  
LAUNGS LTD.

25c. 50c. 75c.

Sale Agents for  
FERGUSON'S SPECIAL OILS  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES

Hongkong, 9th March, 1910. [273]

**OSMAN &  
CASUM,**  
1 & 8, D'AGUILAR STREET.

**JUST UNPACKED**

Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

**MUSLIN AND FIGURED VOILES.****LACE AND EMBROIDERIES a speciality.**

TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.

Samples on application  
Court for Orders carefully  
executed.

Hongkong, 12th September, 1909.

**AMATEUR MILITARY CHAMPIONSHIP.****THIRD ROUND.**

Two matches in the third round of the above championship were contested last night at the V.R.C. gymnasium, of which one proved to be a tame affair and the other a walk-over. The first game was—

HEIGH v. BUSH. This was a rather uninteresting match and the scoring was very slow. Heigh was leading by one point when he reached the score of 265. After this, Heigh took a slight lead and when he reached 300 Bush was 287. Heigh scored his 300 when Bush was 440. The break was: Heigh 30, 20, 22, 29, 19, and Bush 28, 18, 36, and 17.

In the second game—

COOPER v. MELVIN.

Cooper had very bad luck and could not do anything much by way of scoring. Melvin played an excellent game and when he reached 21 Cooper was at 49. Cooper gradually picked up a bit and brought his score to 110 to Melvin's 361. The game ended in an easy win for Melvin by 247 points. His best breaks were: 31, 18, 25, 21, 41, 27, 25, 26, 19, and 21. Cooper's were 16, 17, 14, 12, 13, and 13.

"Only one match will take place to-night and that will be—

SERGEANT PITK v. LEUNG KAM KWONG.

It will begin at 9.30 instead of 8 p.m., as the later hour is more convenient for spectators. The match promises to be the best of the season. Both players are in excellent form.

**FORTUNES IN RUBBER BOOM.**

MERCHANT MAKES \$1,000,000  
IN NINETEEN MONTHS.

Scenes of the most extraordinary character have taken place on the London Stock Exchange as a result of the great rubber boom. Notwithstanding that greatly-increased space has been devoted to rubber operators, there is still insufficient room for buyers and sellers.

Day after day there has been a surging, howling, screeching crowd around the jobbers, who have made themselves hoarse with shouting prices. Brokers have had to fight their way to the sides of the dealers, and clerks, who wanted to reach the jobbers have had to make their way through the equivalent of half a dozen "Rugby" scrums."

It has been a fine time for these clerks, for though they have had to work practically night and day they have had their reward in vastly increased rates of payment. In fact, competent clerks have been able to command almost any price they liked, and a guinea an hour has been quite a common honorarium.

At all the neighbouring post-offices the staffs have had to be considerably increased in order to cope with the tremendous amount of correspondence.

Though the real effects of the boom are only now beginning to be felt, it really started eighteen months ago with the motorcar boom in America. As the demand for automobiles increased, so did that of rubber for tyres, and the price began to rise. At that time the price of rubber was 28. 6d. a pound, but it went up and up until it touched 10.

With the increase in price came speculations in shares. New companies are now forming at the rate of one a day, and the newspapers are full of advertisements asking for subscriptions and extolling the merits of this or that rubber estate.

Prices of shares have increased by leaps and bounds. Holders, as a rule, will not sell and this has naturally hardened the market. The shares of one company, the nominal value of which is 21, were in the week worth 33s. One man invested £70 before Christmas. He has just sold out at a profit of £10,000.

But greater fortunes than that have been made. Some men have cleared a quarter of a million, others half a million, but they are left far behind by one investor, who, during the eighteen months has increased his banking account by £1,000,000.

The man is an elderly importer and dealer, who at the age of sixty-five is still one of the keenest business men in London. His habits are of the simplest, he has no children, and he does not believe in having a private office. Instead, he sits all day in the midst of his clerks, keeping the threads of his varied interests in his two hands.

The more steady and reliable of the companies do not hesitate to point out that the price of rubber must eventually fall again, and are basing their estimates of profit on the likelihood of rubber dropping once more to the price of 28. 6d. a pound. It is on this estimate that they are working, and some of these companies have actually paid from 50 to 300 per cent.

Indirectly, the prosperity of the rubber market is making itself felt in different parts of London. There has been a marked increase in the demand for motor-cars, and many of the purchasers declare that they have to thank rubber for their being able to afford an automobile. Rubber drivers of the most luxurious order are quite a feature just now.

**EXPORT OF BEAN FROM MANCHURIA.****ACTIVITY AT VLADIVOSTOK.**

A Vladivostok message to the *Asahi* says—The shipment of beans from Vladivostok for Europe showed great activity last month. The total shipment from October to January last amounted to 30,741 tons, while last month as much as 43,386 tons were shipped, of which about 30,000 tons were dispatched by foreign merchants and the remainder by Japanese merchants. Four steamers are now lying in the harbour of Vladivostok ready to load beans, about 30,000 tons of which are stored in the warehouses in readiness for shipment to the Continent.

Sample on application.

Court for Orders carefully executed.

Hongkong, 12th September, 1909.

**BULLION.**

Messrs. Samuel Montagu and Co.'s circular dated London, 1st March, contains the following:

"The Bank of England joined in the scramble for the £600,000 gold which arrived from the Cape, and succeeded in securing between £300,000 and £350,000. The large amount of £41,000 is being shipped to India in the form of small bars, and the balance of the arrivals has been taken for the Continent. In view of the large withdrawal of sovereigns, and the fact that gold has not up to the present been attracted to this country in any appreciable quantities, it is not surprising that the Bank decided to-day to raise its rate of discount to 4 per cent, as it is in the Spring that the resources of the Bank are usually fortified against the Autumn attacks on its reserves.

It is officially notified that, under the arrangement made for the grant of telegraphic transfers on India, against sovereigns, shipped to this country from abroad, the Secretary of State for India in Council has purchased £50,000 due from Egypt on the 26th instant.

The following amounts were received by the Bank of England:

" 11, £10,000 in bar gold.

" 12, £10,000 in sovereigns.

" 13, £10,000 in sovereigns.

" 14, £10,000 in bar gold.

" 15, £10,000 in sovereigns.

" 16, £10,000 in bar gold.

" 17, £10,000 in sovereigns.

" 18, £10,000 in sovereigns.

" 19, £10,000 in sovereigns.

" 20, £10,000 in sovereigns.

" 21, £10,000 in sovereigns.

" 22, £10,000 in sovereigns.

" 23, £10,000 in sovereigns.

" 24, £10,000 in sovereigns.

" 25, £10,000 in sovereigns.

" 26, £10,000 in sovereigns.

" 27, £10,000 in sovereigns.

" 28, £10,000 in sovereigns.

" 29, £10,000 in sovereigns.

" 30, £10,000 in sovereigns.

" 31, £10,000 in sovereigns.

" 1, £10,000 in sovereigns.

" 2, £10,000 in sovereigns.

" 3, £10,000 in sovereigns.

" 4, £10,000 in sovereigns.

" 5, £10,000 in sovereigns.

" 6, £10,000 in sovereigns.

" 7, £10,000 in sovereigns.

" 8, £10,000 in sovereigns.

" 9, £10,000 in sovereigns.

" 10, £10,000 in sovereigns.

" 11, £10,000 in sovereigns.

" 12, £10,000 in sovereigns.

" 13, £10,000 in sovereigns.

" 14, £10,000 in sovereigns.

" 15, £10,000 in sovereigns.

" 16, £10,000 in sovereigns.

" 17, £10,000 in sovereigns.

" 18, £10,000 in sovereigns.

" 19, £10,000 in sovereigns.

" 20, £10,000 in sovereigns.



**ITALIAN CONVENT JUBILEE.**  
INTERESTING HISTORICAL RETROSPECT.

To-day that worthy institution known as the Italian Convent, which has for half a century prominently identified itself with good work in the Colony, especially in the direction of female education, celebrates its Golden Jubilee, and therefore some interesting facts concerning the history of the Convent will be appreciated.

The Convent owes its foundation in 1808 to the Venerable Foundress of the Institution of the Caucasian Sisters of Charity—Magdalene, the Marchioness of Cossoli, in Italy. The Mother-house was established at Verona and the Novitiate for Foreign Missions at Pavia. On February 14th, 1860, in answer to an appeal from Hongkong four Sisters left Pavia for China. On their way, two more Sisters joined them at Venice, so that what may truly be termed the pioneer band consisted of six Sisters who arrived at Hongkong on the 14th April, 1860, with Sister Lucia Cupis as first Superiorress. Of the six Sisters who first landed in the Colony, five died at various dates in China. The surviving member of the Sisterhood is Rev. Mother Stella, who at the present time in the Hongkong Convent. The Sisters had no sooner arrived in the Colony than they set to work in earnest with a view to fulfilling the noble obligation which they had so reluctantly undertaken to carry out. They opened a day-school and foundling-house within the first month of their arrival in premises on Caice Road not far from the present building. Miss Emily Bowring daughter of Sir John Bowring, the Governor of Hongkong, (1854-59) entered the Convent on the 28th April, 1866, and later became a Sister. She died in 1874, ten years later.

At the end of the first year, there were in the Convent 7 Sisters, 80 day-scholars, 4 boarders and 6 orphans. The first Chinese Sister took the veil in 1861. That lady is still alive, as well as the first two Chinese orphan girls who were received in the Convent. Five Sisters left for Hupeh, North China, on the 26th July, 1868, and founded the present Convent there at the request of Monsignor Zinelli, the then Vicar Apostolic of Hupeh. The first branch was opened at Hongkong in the Wanchai district in 1868 under the name of St. Francis' School, with a small hospital and refuge adjoining it. The modest premises have since considerably enlarged. Mother Lucia Cupis, First Superiorress, died at Hongkong on the 10th October, 1869.

Soon after the disastrous typhoon of 1874, a branch house was opened at Macao. Another school was opened at Dilly (Timor) in 1879, the Sisters being shipwrecked on their way but were providentially saved and continued on their journey. Subsequently, district schools were opened at Soibada and Maiautu, also in Timor. Schools were also founded at Cochin in 1859, Belgaum, 1860, Nantao, 1865, and Samboe, 1867. A school was opened in Bridge's Street, Hongkong, 1881. Yau-tai, 1887; Hongkong, 1889; Shau-ki-wan, 1893, the last-named being built on ground presented by Messrs. David Sassoon and Company. The Sacred Heart School, West Point, was opened, 1893 and has since been converted into a Foundling House. Mother Claudio, was elected Superiorress in 1893 and died on the 30th January, 1900, and was succeeded by Sister Theodora Lucian as Superiorress, who to-day acts as the efficient assistant of Mother Martinoli.

At the time of the first outbreak of bubonic plague in 1894, the Italian Sisters nursed patients in the isolati or hospital at Kennedy Town, Sister Anna falling a victim to the disease while attending the Chinese patients. The Sisters were subsequently commanded by Government for special services rendered. The St. Mary's School at Kowloon was opened in 1900. Mother Teresa Martinoli succeeded Mother Theodora Lucian as Superiorress on the 23rd April, 1909. "Rosehill" property, adjoining the Convent was acquired in 1900, which enabled the Convent School and Orphanage to be very considerably enlarged on its present site in Caige Road. The figures compiled in December, 1909, are as follows and speak for themselves:—Sisters—Europeans, 67; Chinese, 41; total number of pupils in Hongkong and its dependencies, 1,180, of whom 646 are Chinese orphans, 349, of whom 72 are European.

As we go to press an entertainment, by past and present pupils, is being held at the Convent in celebration of the occasion. The Governor presides at this social function. A full report will appear in our next issue.

**THE BRITISH EMPIRE EXHIBITION, 1910.**

**CHAMBER OF COMMERCE RECOMMENDATIONS.**

The following reply to Government has been sent by the Chamber of Commerce:

Hongkong, Chamber of Commerce,  
1st March, 1910.

Sir.—I am directed to acknowledge the receipt of your letter of 4th instant (No. 1327/10) concerning the Imperial Empire Exhibition to be held in London in 1910. The enclosures referred to are returned herewith.

My Committee are willing to furnish the local European houses with full particulars if the promoter sends the usual circulars and forms of application for space—say about 250.

Regarding the Chinese, I am to state that it would appear desirable for the Registrar General to represent to the Chinese manufacturers of silverware, ivory ornaments, carved blackwood, bamboo, &c., and particularly those who already exhibit in the Colony's Court at the Imperial Institute the advantage likely to be gained by sending exhibits.

Beyond the above recommendations, involving little, if any, expense, my Committee do not consider the Government need go—I am, &c.

(Sgd.) A. R. LOWE,  
Acting Secretary.

Mr. SIR HENRY MAY, K.C.M.O.,  
Colonial Secretary.

**INTERPORT GOLF CHAMPIONSHIP.**

SHANGHAI v. HONGKONG.

The *Shanghai Times* of 7th inst. says:—The golf-championship of China, Hongkong and Japan was played on the Race Course yesterday, and much interest was taken in the event. About a dozen players both from Shanghai and Hongkong, "competed," but unfortunately the conditions left a great deal to be desired. The links had not completely recovered from the very bad soaking they have received of late, and the consequence was that the greens were extremely treacherous, patches being quite sodden while at other places they were, much keener. In addition a strong wind from the northeast blew over the course, and it was not therefore surprising that play was not of the very highest class. In the morning one couple only started, and as four rounds had to be played it is impossible this evening to give the result.

Longmuir commenced play in the morning with J. B. Ferrier, but his first round was very poor. He had only a couple of 4's while the eighth hole cost him 7, his total for the round being 48. Against this Ferrier put up 43, taking 4's and 5's all the way round except at the last hole, which cost 6. In this second round Longmuir started to play up to form, and made a mess of the first hole, taking 7, which considering that he usually manages to get down in a 3, is surprising. Thereafter he played consistent golf until the last hole, where he required 7, his total being 46. In the afternoon Longmuir started off with a 40, and was wonderfully steady, his only fault being that on several occasions he missed short puts, lipping the hole once or twice. At the sixth green he had the hardest of luck. A long drive into the teeth of the wind over the crook, and he pitched beautifully, straight for the flag. The greens are in the meantime rapidly off, and his ball struck one of the bamboo poles and rebounded back. He would surely have had a three here but for his misfortune, and as it was through excellent putting he found the disc in 4. Ferrier at this hole found himself very badly in difficulty. Felling his drive he struck the fence guarding the creek and rebounded to the pathway. His second just touched the top of the fence, and jumped into the creek, so that he had to play his fourth shot to get over, the hole taking him 8. Longmuir took 43 for his fourth round and Ferrier 42. Their scores were as follows:—

**LONGMUIR.**  
1st round—56/64/45/76 = 48  
2nd " = 38/54/44/6 = 39  
3rd " = 45/54/44/5 = 40  
4th " = 56/5/45/4 = 43  
**FERRIER.**  
1st round—45/54/54/54 = 43  
2nd " = 75/44/54/57 = 46  
3rd " = 46/44/35/48 = 49  
4th " = 55/6/44/44 = 41

Among the other couples playing in the afternoon were A. R. W. Menzies and E. Monteith (Hongkong). The latter started off quite well, but at the third hole drove into the fence, and getting into other difficulties needed 9. He was rather weak on the green, and at the eighth hole after getting within measurable distance with his second required 6 to hole out. His score was 46, principally owing to his indifferent putting. Menzies required 49, a 7 at the third and a 10 at the ninth being responsible for this high total. At the last hole he drove from the tee into the jump, and after picking out went in a second time. Their scores for the first round were:—

E. Monteith—49/54/45/5 = 46.  
A. R. W. Menzies—4/76/45/10 = 49.

Ultimately Menzies gave up, and when he had a chance of squaring Longmuir Monteith threw it away at the last hole of his fourth round. His scores for the four rounds were 46, 47, 41, and 44, a total of 172, which was two strokes more than Longmuir.

T. S. Forrest of Hongkong and J. Dewar of Shanghai were the last couple to play. Dewar played indifferently, but Forrest gave a rare exhibition of steady golf, and won the championship thereby. His highest round was 43; and through he never achieved the low score of 9 which Longmuir put up he was wonderfully steady and carried off the trophy. After three rounds he was left with 43 to win, and playing splendidly he did a 42 and is thus champion of Hongkong, China and Japan. His scores were:—

1st round—4/4 4/4 3/5 6 3/8—41  
2nd " = 5/5 5/4 4/4 5/5—42  
3rd " = 3/5 6/5 4/4 5/1 6—43  
4th " = 3/4 4/4 3/4 5/6 7—42

The following table shows the position of the competitors.

Competitor	1st	2nd	3rd	4th	Total
T. S. Forrest	47	42	43	43	168
T. F. Longmuir	48	31	40	43	170
E. Monteith	46	41	41	44	172
J. B. Ferrier	43	48	49	42	180
R. M. Smith	48	45	44	44	181
P. Peebles	48	40	43	44	181

**STEAMSHIP ACCIDENT AT NAGASAKI.**

NAGASAKI, April 4.

The steamer *Myrmidon* of the China Mutual Steam Navigation Company, Ltd., from Glasgow and Liverpool to Japan, ran on the rocks at the mouth of the harbour on Saturday evening when leaving Nagasaki for Kobe.

The vessel was redressed at 3.30 a.m. on Sunday, and was undamaged, but again stranded on the other side of the entrance. She was refitted at three o'clock this (Monday) morning without assistance, and having received only slight damage, proceeded on her voyage to Kobe—Japan.

(Sgd.) A. R. LOWE,  
Acting Secretary.

Mr. SIR HENRY MAY, K.C.M.O.,  
Colonial Secretary.

**LIGHT ON KAPSING ISLAND.**

SHIPOWNER'S SATISFACTION.

We have received the following for publication from the Hongkong Chamber of Commerce—

Hongkong Chamber of Commerce,  
16th March, 1910.  
Dear Sir,—With reference to previous correspondence, I have now the pleasure to enclose, for the information of your Co-Signatories, copy of a letter from the Government showing what they have decided to do with regard to a light on Kapsing Island.—I am, &c.

(Sgd.) A. R. LOWE,  
Acting Secretary.

Capt. R. D. THOMAS,  
a.s. *Hongkong*.

Capt. R. D. Thomas, in his letter dated 28th instant, thanked the Chamber for the information.

Hongkong Chamber of Commerce,  
16th March, 1910.

Dear Sir,—We are informed by the Government that they propose to install an automatic acetylene gas beacon with explosive fog-signal bell on Kapsing Island for the better lighting of Caputim Pass. The light will be of the 6th order, bright, occulting, and visible for 5 miles on a clear night.

My committee will be glad to know if you think this will meet the requirements of the traffic.—I am, &c.

(Sgd.) A. R. LOWE,  
Acting Secretary.

Missa. Jardine Matheson & Co. Ltd.,  
Similar letters were also forwarded to Messrs. Butterfield & Swire and the Hongkong, Canton and Macao Steamboat Co., Ltd.

Hongkong, 17th March, 1910.

Dear Sir,—With reference to your letter of 16th instant, regarding the installation of an automatic acetylene gas beacon with explosive fog-signal bell on Kapsing Island for the better lighting of Caputim Pass, we have now the pleasure to pass on to you the remarks of Mr. Christie, our Canton pilot, in the matter.

Mr. Christie writes:—  
"Regarding the Government's proposal to light Caputim Pass by means of an acetylene light together with fog-signals, I consider this ample for the purpose of safe navigation, more especially as the proposed light has a good range, and will be situated on Kapsing Island."—We are, &c.

(Sgd.) JARDINE MATTHESON & CO. LTD.,  
General Managers,  
 Indo-China Steam Navigation Co. Ltd.

A. R. LOWE,  
Acting Secretary,  
Hongkong General Chamber of Commerce, Hongkong.

Hongkong, 3rd March, 1910.

Dear Sir,—In reply to your letter of 16th instant wherein you informed me of the Government's intention of installing an automatic acetylene gas beacon with explosive fog-signal bell on Kapsing Island for the better lighting of Caputim Pass, we have now the pleasure to pass on to you the remarks of Mr. Christie, our Canton pilot, in the matter.

The commanders of this Company's vessels are of the opinion that this light will provide a better lighting of the Caputim Channel and will meet the requirements of the traffic.—I am, &c.

(Sgd.) JOHN ARNOLD,  
Acting Secretary.

A. R. LOWE, Esq.,  
Acting Secretary,

Hongkong General Chamber of Commerce.

Hongkong, 31st March, 1910.

DEAR SIR,—In reply to your letter of 16th instant we have to advise you that, in our opinion, the Government's proposal to install an automatic acetylene gas beacon with explosive fog-signal bell on Kapsing Island, will be of considerable assistance to the shipping passing through Caputim Pass.—Yours faithfully,

(Sgd.) BUTTERFIELD & SWIRE,  
Agents, China Navigation Co. Ltd.,  
The Acting Secretary,  
Hongkong General Chamber of Commerce,  
Present.

The Chairman said the reply from the shipping companies showed the satisfaction they felt at the adoption by the Government of the suggestion for the better lighting of one of the most used approaches to the harbour.

1. K.K. " AMERICA-MARU."

SUCCESSFUL SPEED TRIALS.

Yet another of the Toyo Kisen Kaisha's passenger lines has emerged successfully from a series of speed trials. The *America-Maru*, passed in port for some days, says the *Nagasaki Press* on the 2nd instant, although many residents have failed to recognise her in a black coat. She looks even smarter now, than when painted white.

Weather conditions have been anything but favourable during the period that the *America-Maru* has been undergoing her trials. On the 1st instant, when a mean speed of 18.63 knots was developed, satisfying the owners was the fifth day on which the steamer had left the port for the purpose. Although a great success was attained the day was by no means ideal, there being some wind and rain. Six runs were made over the measured distance, the mean speed attained being 18.63 knots. The second, fourth, and sixth runs averaged nearly 18.3 knots, where the first, third, and fifth averaged 17.8, the difference being an indication of the effects of wind and tide.

2. K.K. " MYRMIDON."

MYRMIDON TWICE ON THE ROCKS.

NAGASAKI, April 4.

The steamer *Myrmidon* of the China Mutual Steam Navigation Company, Ltd., from Glasgow and Liverpool to Japan, ran on the rocks at the mouth of the harbour on Saturday evening when leaving Nagasaki for Kobe.

The vessel was redressed at 3.30 a.m. on Sunday, and was undamaged, but again stranded on the other side of the entrance. She was refitted at three o'clock this (Monday) morning without assistance, and having received only slight damage, proceeded on her voyage to Kobe—Japan.

(Sgd.) A. R. LOWE,  
Acting Secretary.

Mr. SIR HENRY MAY, K.C.M.O.,  
Colonial Secretary.

**COMMERCIAL.**

TO-DAY'S RUBBER QUOTATIONS.

April 11th, 4 p.m.  
The following quotations for rubber sheets, by wire, are supplied by Messrs. E. S. Kadour & Co. Ltd.

Allarts ..... 8/6  
Ang'o-Malays ..... 35/6  
Balgonies ..... 5/2  
Batu Tigas ..... 12/5  
Berlarts ..... 12/5  
Bukit Kejangs ..... 100/6  
Bukit Rajahs ..... 180/6  
Carey United ..... 47/6 prem.  
Castilefolds ..... 120/6  
Changkat Serdang ..... 50/6  
Choms ..... 5/15  
Damansara ..... 182/6  
Eastern Internationals ..... 57/6 prem.  
Fed. Selangors ..... 340/6  
Glencales ..... 54/6  
Glenshials ..... 160/6  
Golcondas ..... 160/6  
Golden Hopes ..... 170/6  
Highlands and Lowlands ..... 182/6  
Indangiris ..... 147/6  
Inch Kenneths ..... 165/6  
Jacques ..... 14/3  
Jon-glanders ..... 30/- prem.  
Kamusing ..... 12/6 prem.  
Kuala Lumpur .....

## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line:

## "EMPEROR LINE."

Between China, Japan and Canada via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS VICTORIA TO VANCOUVER, 12 DAYS HONGKONG TO VANCOUVER, SAVING 5 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John's N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong

"EMPEROR OF CHINA" SATURDAY, APRIL 23RD.

"EMPEROR OF INDIA" SATURDAY, MAY 14TH.

"MONTEAGLE" TUESDAY, MAY 24TH.

"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA" SATURDAY, JUNE 25TH.

"EMPEROR OF INDIA" SATURDAY, JULY 16TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port of New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). . . . . .

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

**SPECIAL THROUGH RATES**—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port . . . . .

Via New York . . . . .

For further information, Maps, Guide Books, Rates of Passage and Weight, apply to—

W. CRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier),

[2]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

SHANGHAI via SWATOW . . . . . KWONGSUNG, WED'DAY, 13th April, Noon.  
MANILA . . . . . LOUNG-SANG, FRIDAY, 15th April, 4 P.M.  
TIENTSIEN v. TSINGTAU & WIWEI CHEONGSHING, SATURDAY, 16th April, Noon.  
SHANGHAI, KOBE & MOJI . . . . . NAMSANG, FRIDAY, 22nd April, Noon.  
MANILA . . . . . YUENSANG, FRIDAY, 22nd April, 4 P.M.  
SINGAPORE, PENANG & CALCUTTA, FOOKSANG, WED'DAY, 27th April, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kuifang*, *Namang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Tablet Charge of One-Half of Lading to Yangtze Ports, Ghaloo, Tientsin & Newchwang.

Telephone No. 215, Hongkong, 13th April, 1910.

JARDINE MATHESON & CO., LTD., General Managers.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STREAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MARINA TWIN-SCREW STEAMERS and TIENSIEN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STREAMERS (*Anhui*, *Chen*, *Zhen*, *Chihai*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Hills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These lighter land passengers to Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

To Freight or Passage, apply to BUTTERFIELD & SWIBBS.

Telephone No. 16, Hongkong, 13th April, 1910.

## HONGKONG MANILA.

## CHINA AND MANILA STREAMSHIP COMPANY, LIMITED.

Steamship, Type, Captain, For, Sailing Date.

RUBI . . . . . A. Fraser . . . . . MANILA SATURDAY, 10th April, at Noon.

SAFIRE . . . . . R. Hodges . . . . . MANILA SATURDAY, 23rd April, at Noon.

For further particulars apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th April, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA

REGULAR SERVICE PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TAUOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G.	Tonnage	Leaves
TAOMA, VIA MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" . . . . . Capt. T. Saito . . . . .	6,182	WED'DAY, 20th April, at Noon.	
Do . . . . .	"CHICAGO MARU" . . . . . Capt. I. Goto . . . . .	6,182	WED'DAY, 18th May, at Noon.	

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabin.

The newly built steamers: "GOSHUN MARU" and "BUJUN MARU".

First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailing, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 12th April, 1910.

T. ARIMA, Manager.

Hongkong, 12th April, 1910.

[30]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES, 1910.

MARSEILLE, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID . . . . . MIYASAKI MARU, WEDNESDAY, 13th April, at Daylight.  
KAITANO MARU, WEDNESDAY, 27th April, at Daylight.  
COLONHO MARU, WEDNESDAY, 13th April, at Daylight.  
IYOMARU, WEDNESDAY, 13th April, at Daylight.

VICTORIA, B.C. & SEATTLE . . . . . KAMAKURA MARU, SATURDAY, 23rd April, Capt. K. Kori, Tons 6500 From KOBE.

VICTORIA, B.C. & SEATTLE . . . . . INABA MARU, TUESDAY, 26th April, Noon.  
KOBÉ, YOKKAICHI . . . . . TUESDAY, 26th April, Noon.  
YOKOHAMA . . . . . TUESDAY, 26th April, Noon.

SYDNEY AND MELBOURNE . . . . . YAWATAIMARU, FRIDAY, 1st April, at Noon.  
VIA MANILA, THURSDAY . . . . . CAPT. T. Saito, FRIDAY, 1st April, at Noon.  
ISLAND, TOWNSVILLE . . . . . TUESDAY, 26th April, at Noon.  
AND BRISBANE . . . . . TUESDAY, 26th April, at Noon.

BOMBAY, VIA SINGAPORE . . . . . HAKATA MARU, TUESDAY, 10th April, Tons 7000.  
AND COLOMBO . . . . . TUESDAY, 10th April, Tons 7000.

SHANGHAI AND KOBE . . . . . BOMBA MARU, TUESDAY, 12th April, Tons 5000.  
Capt. Terusaka, TUESDAY, 12th April, Tons 5000.

NAGASAKI, KOBE, AND YOKOHAMA . . . . . NIKKO MARU, WEDNESDAY, 13th April, Tons 6000.  
YOKOHAMA . . . . . WEDNESDAY, 13th April, at Noon.

KOBE and YOKOHAMA . . . . . HIRANO MARU, THURSDAY, 14th April, Tons 4000.  
Capt. H. Fraser, THURSDAY, 14th April, at Noon.

HONGKONG, 13th April, 1910.

CHEAPEST SUMMER RATES BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 8 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class . . . . . \$120  
2nd Class . . . . . \$ 80

\$110  
\$ 70

\$100  
\$ 60

\$90  
\$ 50

With option of rail between calling ports in Japan.

For further particulars apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 13th April, 1910.

[31]

Fitted with new system of wireless telegraphy.

Through Passenger-Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information, as to Freight, Passage, Sailing, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUBUMOTO, Manager.

Hongkong, 13th April, 1910.

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## Shipping—Steamers.

## NAVIGAZIONE GENERALE ITALIANA (Floro and Asociation United Companies).

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Main Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN, GENOA, and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking cargo on through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA, and MALAGA.

THE Steamship.

"GOEBEN,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the 14th of April, 1910, unless they will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of April, at 10 A.M.

All claims must reach us before the 15th of April, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Under-signed.

THIS STEAMER BRINGS CARGO EX S.S. "DAKRON" FROM RIO DE JANEIRO.

"Scudri" from Smyrna.

"Cobato" from Venice.

"Hercules" from Zanzibar.

## RUBBER ESTATE RETURNS.

	Jan.	Feb.	Total
Allagar	2,000	1,850	3,850
Anglo Malay	49,360	49,718	99,078
Ayer Molok	1,344		
Ayer Kuning	200		
Balgowale	8,607	7,596	16,203
Banteng	1,300	1,259	2,565
Batu Caves	6,100	10,124	16,224
Bertam	11,500	10,000	21,500
Bukit Kasang	2,146	937	3,083
Bukit Rajah	36,324	32,732	73,056
Bukit Lintang	2,000	2,500	4,500
Carey United	5,550	6,000	11,550
Castlefield	3,374	3,138	5,512
Changkat Serdang	—	8,866	
Cicely	10,000	8,556	18,556
Consolidated Malay	13,837	10,242	44,074
Caledonia	20,000	14,704	34,700
Damansara	14,705	19,023	33,817
Edinburgh	4,050		
Federated (S'gor)	10,503	8,830	19,533
F.M.S. Rubber	23,863	21,179	45,039
Gedong	5,000	7,500	12,500
Glealeay	850	1,045	1,895
Glenkeil	1,893	1,719	3,612
Golden Hope	3,298	3,748	6,046
Golconde	10,528	10,981	21,509
Harpender	3,045	3,100	6,545
High & Lowlands	43,70	49,724	83,920
Iacob Kereh	13,137	11,144	24,281
Jebong	—	10,000	
Kapar Para	7,816	—	
Kalumpong	7,095		
Kamunting	6,400	5,009	11,009
Kempsey	2,54	2,324	4,848
Kepong	2,150	—	
Kuala Klang	1,244		
Krian Rub Est.	2,023	1,650	3,681
Kuala Lumpur	45,135	41,75	87,30
Labu	12,863	9,344	22,207
Ladadon	28,657	20,58	49,215
Ledbury	8,048	8,200	16,268
Lingga	58,000	57,500	115,500
London Asiatic	8,912	7,555	16,467
Malacca Plant	29,000	27,000	54,000
North Hummock	18,883	(to end 1909)	
Nova Scotia	5,150	4,900	10,050
Pajam	1,000	1,150	2,350
Pataling	14,190	23,542	37,732
Pegoh	2,528	2,043	4,571
Perak Plant	11,632	7,730	19,362
Perik Dickson	145	510	1,055
Riba' Rubbers	5,000	4,314	9,314
Rubana	10,356	9,870	20,230
Rubber Growers Ass.	2,374		
Sengat	—	4,168	
Selabs	3,000	2,500	5,500
Sungei Choh	2,850	3,150	6,000
Sungei Kapar	17,100		
Saudycroft	9,848	6,438	16,286
Seafield	9,000	8,500	17,500
Selangor	33,593		
Seremban	23,377	17,820	41,197
Senawang	—	4,279	
Shelford	4,000	5,700	9,700
Spore & Johore	8,66	6,256	14,422
Singapore Para	5,000	4,300	9,300
Straits Rubber	20,000		
Sungai Salak	1,376	1,500	2,876
Tali Ayer	10,900	9,000	20,500
Tross	2,133		
Vallambros	36,000		
[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.— <i>Singapore Free Press</i> .]			

## SHIPPING AND MAIRS

MAILS DUE:  
The English (*Delta*) 14th inst.  
Indian (*Wamrang*) 16th inst.  
The French (*Sabotie*) 16th inst.  
The America (*Forrest*) 18th inst.  
The German (*Weser*) 19th inst.  
The Indian (*Zafong*) 21st inst.  
The German (*Prins Waldemar*) 1st prox.  
The Bank Line as *Oceanus* left Victoria, B.C., on the 9th inst., for Hongkong via Japan Ports. The P. & O. S. N. Co.'s *Sorres* is expected to arrive at Penang on 13th inst., at 2 p.m.  
The I. C. S. N. Co.'s *Lorraine* left Callao for this port via the Straits on 9th inst., and may be expected here on 25th inst.

## Shipping.

ARRIVALS:  
Bombay Maru Jap.s.s. 1,450, V. O. Sominaka, 10th April—Moli 1st April, Coal—M. E. Germania, Ger.s.s. 100, C. Jepan, 22nd Mar., South Sea Island via Sydney 27th Jan., Capo. —S. & Co.  
Glenloch, Br.s.s. 2,055, W. Hartnell, 3rd April—Shanghai 31st Mar., Ballast—S. T. & Co.  
Glencoe, Br.s.s. 2,148, Paddle, 9th April—Singapore 21st Mar., Gen.—Chibes, Helene, Ger.s.s. 771, Jessen, 10th April—Tourane 8th April Sugar and Gen.—J. & Co.  
Hector, Ibsen, Nor.s.s. 2,004, C. Smith, 12th April—Portland via McG. 6th April, Flour & Pacific Meal.  
Hopsang, Br.s.s. 2,350, J. M. Hay, 6th April—Bangkok 20th Mar., Rice—M. & Co.  
Ischia, Ital.s.s. 2,484, G. Belotti, 7th April—Bombay Colombo Penang and Singapore 31st Mar., Cotton and Muds—O. & Co.  
Japan, Br.s.s. 3,866, A. Stewart, 9th April—Algebra via Siralis 22nd Mar., Gen.—D. S. Co.  
Klang Chin, Chi.s.s. 1,002, A. F. Brisander, 8th April—Canton 9th Apr II, Gen.—Tung Lee  
Kjeld, Nor.s.s. 910, H. Heisse, 9th April—Maastricht 4th April, Ballast—Asgard, Thoresen & Co.  
Kwangtung, Chi.s.s. 1,156, W. H. Lum, 10th April—Shanghai 7th April, Gen.—O. M. S. N. Co.  
Laerten, Br.s.s. 1,380, H. G. D. Frampton, 9th April—Saigon 5th April, Gen.—Wo. Fox Sing.  
Liberia, Ger.s.s. 3,6, M. Knudsen, 11th April—Amoy 9th April, Gen.—H. A. L.  
Matale Maru Jap.s.s. 3,532, T. Taiwo, 11th April—Manila 9th April, Hemp, Cigars, Matches Saffish Gen., O. S. K.  
Robt, Br.s.s. 1,610, A. F. Fraser, 11th April—Maula 9th April—S. T. & Co.  
Kwango Sang, Br.s.s. 1,248, F. W. Baker, 11th April—Canton 12th April, Gen.—J. M. & Co.  
Harvard, Nor.s.s. 1,066, C. Andersen, 11th April—Babuok 4th April, Rice—Asgard, Thoresen & Co.  
Kagoshima Maru Jap.s.s. 4,405, M. Kawa, 11th April—Mo. Saiki 1st April, Coal—H. & Co.  
Lahsun, Br.s.s. 616, J. W. Evans, 12th April—Swatow with Gen., Gen.—D. L. & Co.  
Lightning, Br.s.s. 2,122, A. E. Gentles, 12th April—Calcutta 27th Mar., Penang and April, and Singapore 6th Gen.—D. S. & Co.  
Lingga, 58,000 57,500 115,500  
London Asiatic 8,912 7,555 16,467  
Malacca Plant 29,000 27,000 54,000  
North Hummock 18,883 (to end 1909)  
Nova Scotia 5,150 4,900 10,050  
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Perik Dickson 145 510 1,055  
Riba' Rubbers 5,000 4,314 9,314  
Rubana 10,356 9,870 20,230  
Rubber Growers Ass. 2,374  
Sengat — 4,168  
Selabs 3,000 2,500 5,500  
Sungei Choh 2,850 3,150 6,000  
Sungei Kapar 17,100  
Saudycroft 9,848 6,438 16,286  
Seafield 9,000 8,500 17,500  
Selangor 33,593  
Seremban 23,377 17,820 41,197  
Senawang — 4,279  
Shelford 4,000 5,700 9,700  
Spore & Johore 8,66 6,256 14,422  
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[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—*Singapore Free Press*.]

## Clearances at the Harbour Office.

Clipper, for Shanghai.  
Hoisting for Swatow.  
Team, for Manila.  
Ships, for Saigon.  
Nikko Maru, for Nagasaki.  
Hongkong, for Haiphong.  
Bombay Maru, for Shanghai.  
Miyazaki Maru, for Singapore.  
Promethes, for Bangkok.  
Helen, for Swatow.  
Chongking, for Canton.  
Spain, for Singapore.  
Siam, for Singapore.  
Nanchang, for Tianjin.

## DEPARTURES:

Daiji Maru, for Swatow.  
Looch, for Swatow.  
Hoisting for Kwang-chow-wan.  
Polynesian, for Shanghai.  
Promethes, for Bangkok.  
Helen, for Swatow.  
Talay, for Amoy.  
Tungkong, for Haiphong.  
Lantau, for Shanghai.  
Zhejiang, for Chefoo.

## Passenger Arrived.

Per *Liaodong*, from Cnicutca, &c.—Messrs. Gavst, Chamberlain, Dr. Kemble, and Mr. Joseph.

Per *Yawati Maru*, from Yokohama for Hongkong—Mr. H. Arisi, Miss Yasuda, Mr. T. Moto, Miss Yeguchi, Omachi & Kioshita. For Sydney—Mr. E. B. Baikie. For Manila—Messrs. Carlos Lanza, M. Chishimo and Mr. Yamamoto.

Per *Asi* from Manila—Mr. Barron, Mr. and Mrs. Kelly, Mr. Devonshire, Mrs. McPherson, Mrs. Skopek, Allua, J. Sabader, R. Solar, Mr. and Mrs. Bagas, Messrs. Maggschell, Savini, K. K. Rhoden, Mr. and Mrs. Badridge, Mr. Scott, Col. L. Karson, T. D. Champin, Col. and Mrs. Robertson, Mr. and Mrs. Ceron

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## SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kaboorie &amp; Co. Corrected to noon latest alterations given under "Commercial Intelligence," page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	AMOUNT RESERVED AT PERIOD LAST REPORTED YEARLY DIV.	CLOSING QUOTATIONS
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$25	{ \$1,500,000 \$15,000,000	\$2,001,010	12/- for half year ending 31.12.09 (G. ex.) 1/9/- for 5.1.10	4%	\$125 buyers (London ex)
National Bank of China, Limited	99,925	7	6	{ \$2,000 \$20,000	\$30,354	5/- (London ex) for 1909	..	\$70 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$100,000 \$100,000 \$100,000	none	5/- for 1908	..	\$170 buyers
North China Insurance Company, Limited	10,000	15	5	{ \$1,000,000 \$100,000 \$100,000	Tls. 507,573	Final of 7/6 making 15/- for 1908	..	Tls. 111 buyers
Union/Asia Life Society of Canton	12,400	\$250	\$100	{ \$1,000,000 \$100,000 \$100,000 \$100,000	\$2,464,902	Final of 3/7 making \$47 for 1907 and Interim of \$30 for 1908	5%	\$90 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$100,000 \$100,000	\$307,687	5/- and bonus \$3 for 1907	7%	\$60 buyers
<b>FIRES.</b>								
China Fire Insurance Company	70,000	\$100	\$20	{ \$1,000,000 \$100,000 \$100,000	\$375,341	5/- and bonus \$3 for 1907	7%	\$110 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	{ \$1,43,175	\$368,721	5/- for 1907	8%	\$340 buyers
<b>SHIPPING.</b>								
Chios and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$250,000 \$250,000	\$1,015	5/- for 1906	..	\$85 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$7,000 \$250,000	Nil	2/- for year ending 30.6.1908	..	\$32 buyers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$10,750 \$103,545 \$109,000	\$10,750	Final of \$1/- for account 1910	8%	\$50 sellers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	65	65	{ \$10,000 \$250,000 \$250,000	243,755	6/- for 1907 on Preference shares only @ ex 1/9.11.08-55.194	..	\$75
Do. Do. (Deferred)	60,000	65	65	{ \$10,000 \$250,000 \$250,000	65,387	3rd lb. of 5/- per share (cop. No. 12) making 1/- in all/- for 08 & Interim of 1/- for ac. '09	5%	94/6 buyers 220 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	41	41	{ \$10,000 \$250,000	21,003	1/- for year ending 10.4.1909	4%	\$14/4 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$10,000	34,503	1/- for year ending 10.4.1909	31%	\$14/4 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$150,000 \$150,000	Dr. 55,858	5/- for year ending 31.12.08	32%	\$168 b. & sales
Luzon Sugar Refining Company, Limited	7,000	Tls. 5	\$100	{ none Tls. 100,000	Dr. 5135,893	5/- for 1897	..	\$29 sellers
Pearl Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000	Tls. 10 for year ending 31.12.09	..	Tls. 150 sales	
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	Ps. 1	{ £175,000 £175,000	Dr. 14/-	Final of 1/6 making 3/- for 1909	7%	Tls. 181
Headwaters Major Company	60,000	Ps. 10	Ps. 10	{ none	none	First year	..	Ps. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	1	10/12	{ £4,172	Dr. 52,191	No. 12 of 1/-=48 cents	..	184 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000	Dr. 57,421	5/- for year ending 31.12.08	..	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$150,000 \$150,000	\$10,105	None	..	\$59
Hongkong and Whampoa Dock Company, Ltd.	50,000	35	\$50	{ \$100,000 \$100,000	11,187,703	Interim of 3/- for account 1909	..	161 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$100,000 \$100,000	Tls. 6,281	Interim of Tls. 3/- for 1910	64%	Tls. 81
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 1	Tls. 100	{ Tls. 607,357 Tls. 50,000 Tls. 156,000	Tls. 2,818	Final of Tls. 6 making Tls. 10 for 1908	7%	Tls. 125
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	{ Tls. 15,000 \$15,000	Tls. 4,154	Tls. 6 for year ending 31.12.09	5%	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$15,000 \$15,000	24,611	\$1.20 on old and 60 cents on first new issue	..	\$16 buyers
Hongkong Hotel Company, Limited	11,000	8,000	8,000	{ \$15,000 \$15,000	31,272	Interim of \$2.40 on old and .40 cents on new shares for account 1909	..	\$105 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	51	51	{ \$15,000 \$15,000	37,911	3/- for 1909	64%	\$101 sellers
Humphreys Estate & Finance Company, Limited	150,000	31	\$10	{ \$15,000 \$15,000	55,471	45 cents for 1909	6%	84/4 buyers
Kowloon Land and Building Company, Limited	6,000	\$30	\$30	{ \$15,000 \$15,000	52/0	5/- for 1909	5%	82/8 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 15,000,000 Tls. 300,000 none	112,404	Interim of Tls. 3 for account 1909	61%	Tls. 106 s.
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 15,000,000 Tls. 156,000	51,958	Final of \$1.8/- for account 1909	81%	\$42 sellers
<b>COTTON MILLS.</b>								
Ewe Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 200,000 Tls. 40,000	Tls. 10,991	Tls. 11 for year ending 31.12.09	84%	Tls. 139 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	30	51	{ Tls. 200,000 \$20,000	50,558	50 cents for year ending 31.7.08	..	\$6 buyer
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 none	Tls. 6,372	Tls. 7 for year ending 30.9.06	..	Tls. 61 sellers
Kao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	{ Tls. 100,000 Tls. 10,000	Tls. 4,829	Tls. 6 for 1909	..	Tls. 70 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	{ Tls. 10,000 none	Tls. 15,011	Tls. 5 for 1909	..	Tls. 300 ex div
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500 \$10,000	6448	15/- per share for 1908	..	\$100 buyers
China-Bureau Company, Limited	50,000	\$12	\$12	{ \$1,500 \$10,000	Nil	60 cents for 1909	10%	\$115 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	36,138	50 cents for year ended 28.2.06	..	\$105 ex return b.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	{ \$1,500 \$10,000	53,407	5/- for year ending 31.7.09	84%	\$14 buyers
Dairy Farm Company, Limited	40,000	7/8	50	{ \$1,500 \$10,000	31,591	Interim of 35 cents for account 1909	10%	\$14/4 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,500 \$10,000	53,250	8 cents for year ending 31.12.08	8%	\$12 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,500 \$10,000	50,760	\$1/- ad bonus 20 cts. for year ending 29.12.09	6%	320 b. & sales
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ none	51,195	Final of \$8 for 1909	10%	\$160 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000	57,010	Final of \$1 making in all \$2 for 1909	84%	\$111 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$10,000 \$10,000	57,790	4th interim of Tls. 12/- for 1909	6%	Tls. 1,150 nom.
Massachusetts Mill Mfg. Bosch en Landsweerde plant in Lingkang, Limited	35,000	Ge. 100	Ge. 100	{ Tls. 15,000,000 Tls. 15,000,000	51,024	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.12.09	6%	\$115 buyers
Peak Tramways Company, Limited	25,000	\$10	\$1	{ \$10,000 \$10,000	57,840	Note	6%	\$115 buyers
Peak Tramways Company (new)	50,000	\$10	\$1	{ none	28,640	Final Tls. 5 making Tls. 8 for 1908	65%	\$115 buyers
Philippine Company, Limited	75,000	\$10	\$20	{ Tls. 14,810 Tls. 7,000	5,250	Final Tls. 5 making Tls. 8 for 1908	44%	Tls. 350 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ none	Dr. 331,066	None	..	\$25 buyers
South China Mining Post, Limited	6,000	\$25	\$25	{ none	563	40 cents for year ending 31.12.09	8%	\$25 buyers
Steam Laundry Company, Limited	20,00							